

# Edmonton Bulletin.

VOL. VIII.

EDMONTON, ALBERTA, SATURDAY, MAY 14TH, 1887.

No. 28.

## TELEGRAPHIC.

VICTORIA, May 13.

Joseph Drouce, a French-Canadian recently from Edmonton strayed from Tupper's logging camp on the 7th inst., taking a horse with him, and cannot be found. Attending circumstances indicate insanity. Search has been made for him since Saturday and his tracks found going east leading the horse, but nothing further.

## LOCAL.

HEAVY rain Monday night.

WINDY today. Dangerous for prairie fires.

W. J. GRAHAM left for Calgary on Thursday.

No service in the Methodist church tomorrow.

J. BROWN returned from a trip to Beaver lake this week.

Two rafts of saw logs arrived for Fraser & Co. last Sunday.

S. B. CULBERT arrived by last stage to work in the BULLETIN office.

T. G. HUTCHINGS had wheat two inches above ground last week.

TELEGRAPH line has been working by fits and starts most of the week.

SABBATH school is held in St. Michael's Church of England at 3 p. m.

LAST mail brought in telegrams that should have arrived the second week before.

D. McLEOD's carts arrived yesterday with freight for Brown & Curry and others.

T. P. WADSWORTH inspector of Indian agencies is on his way here by Battleford.

LINAR & MACRAE left on Wednesday for Battleford with two flat boats of potatoes.

Two police teams with about 15 men left for the south hurriedly on Wednesday morning.

MESSRS. Osborne and Cameron left on Thursday for up the river on a coal oil expedition.

THE Edmonton Rifle Association propose to get up a rifle match over the new ranges, for May 24th.

P. M. BARKER, inspector of registry offices under the Torrens system, left for Battleford per skiff on Tuesday.

WHEAT and oat seeding is over, and some farmers are holding back from sowing barley as it is as yet too early.

THE time for payment on pre-emptions due this year has been extended to next year. So says the Ottawa Journal.

SEVERAL fatal cases of diphtheria are reported to have occurred in the settlement near the Sturgeon river mill.

J. Norris' gang of road improvers were at Battle river when the last stage came in. They were doing good work.

RUMORED that G division of police located at Edmonton, Ft. Saskatchewan and Red Deer is to be exchanged shortly.

C BREMER of Clover Bar left for Calgary on Monday to bring in W. T. Edmiston and two sisters, arriving from Scotland.

MR. McARTHUR reports seeing a quantity of white pine on the North Fork of the Saskatchewan during his recent exploring trip.

CAPT. Goodwyn, late Capt. Hamilton of the militia supply office Edmonton, was married lately to Miss Watson of Pine Creek, south of Calgary.

T. LAUDER arrived from Calgary on Wednesday with freight for himself and Ross Bros., and accompanied by Mr. Yates, photographer, with an outfit.

THE Calgary Herald of April 29th mentions that Ad. McPherson left for Victoria with the plant for a flour mill to be erected by the Indian department.

JAS. PRUDEN came in from Beaver lake this week. Ice is still thick on the lake, and the water low. Prairie fires have burned over most of the country near the lake.

TELEGRAPH line broken in a lake this side of Grizzly Bear coulee. Messages are taken at one side of the lake and sent from the other. Raining there this morning.

MESSRS. Henderson & Knowles have been improving their property on Fraser avenue by planting rows of trees along the front and sides, adding greatly to its appearance.

The Prince Albert Times of April 22nd mentions that Mr. McPhillips, assistant inspector of weights and measures, will commence his duties on the next Monday. Mr. McPhillips was appointed in the spring of '85 and has been drawing salary ever since. He should be able to make the weights and measures business hump after such a good long rest.

At a special meeting of the Presbyterian congregation held on Monday evening, Jas. Johnstone, Alex. Taylor and W. Johnstone Walker were appointed elders, and James A. Petrie usher.

On Friday May 6th at Ft. Saskatchewan before A. H. Griesbach, J. P., A. Reid charged with assaulting J. G. Ottewell, on the 3rd inst., was acquitted. Plaintiff to pay costs, \$20.65. G. A. Watson for defendant.

The Battleford Herald of April 22nd mentions that A. Macdonald has a supplementary contract for supplying the mounted police with 300 bushels of potatoes at \$1.50. He will bring them by flat boat from Edmonton.

W. McMAY leaves today to begin construction on telegraph line from Onion lake to Saddle lake. A gang of men will be sent west from Battleford. Another construction outfit will work between Battleford and Onion lake.

C. F. STRANG secretary of the Edmonton Rifle Association received the following telegram on Monday last dated Ottawa May 6th: "Issue of thirty rifles and ammunition approved, order by mail. (signed) J. MacPherson, Lt.-Col."

ALTHOUGH there is occasionally a heavy loss from fires among farmers in this part of the country there has been very little insurance business done with them as the terms of most of the companies did not meet their case. The Glasgow & London Company however, which has lately opened an agency here will insure against loss on dwellings, barns, etc., caused by prairie fires and also against loss from lightning, whether fire ensues or not.

THURSDAY evening of last week was the last night of meeting of the Apollo club for the season. The gentlemen members took occasion to acknowledge the obligations the club was under to Misses C. Robertson and E. Phillips in whose school room the meetings were held by the presentation of two handsome dressing cases. The presentation was made by W. Johnstone Walker in a neat speech, and the president, Dr. McInnis, acknowledged the compliment for the ladies.

A MEETING of the St. Andrew's Society was held in Stewart & Bannerman's store on Thursday evening. Thos. B. Henderson was elected 2nd vice president. A constitution and by-laws were adopted. In reference to the celebration of Her Majesty's jubilee on June 21st it was deemed advisable to seek the co-operation of citizens generally and with this view it was decided to call a public meeting for Tuesday evening, 17th inst., in the court room opposite Stewart & Bannerman's store.

THE tenders for police provisions to be received at Ottawa up to May 30th include 11,500 lbs. beef to be delivered at Edmonton from the first of July to the end of November and 16,000 to be delivered between Dec. 1st next and June 30th '88. Also 1,000 lbs. bacon and 25,000 lbs. flour, Hungarian patent process. An equal quantity of each article is to be delivered at Ft. Saskatchewan making in all 54,000 lbs. of beef, 2,000 lbs. of bacon and 50,000 lbs. flour for delivery at the two posts.

THE meteorological station at the telegraph office has had sundry improvements made to it during the week. The old arrangement for indicating the speed and direction of the wind, which compelled the observer to climb a long airy located ladder to get the readings, has been retired from service, and a "long shaft anemometer and wind mill vane combined" substituted, by which the readings can be taken from two dial plates fixed on the wall of the office just over the desk. The thermometers have been removed from the wall of the building and placed on a stand which ensures perfect shade and security from any influence but that of the atmosphere.

THE Lethbridge News of April 27th smites the BULLETIN for intimating that Mr. Davis should not be expected to vote against disallowance. The News says: "Mr. Davis in common with every man in the district knows that it is to the interest of the territories to have disallowance done away with. In seeking election he did not come out as a supporter of disallowance, nor did those who supported him endorse that policy or declare their satisfaction with it." What Mr. Davis himself says after an interview with Van Horne on the railway question is: "I was satisfied with Mr. Van Horne's representations last night regarding freight rates. The only discrimination we referred to was British Columbia lumber for Calgary, but Van Horne said the rate had been reduced

below the old figure, and my objection therefore ceased." Mr. Davis was elected to support monopoly and he is evidently going to do it. Had he been elected to oppose it no doubt he would have done so.

THE Calgary Herald denies that it intimated that the Red Deer country was not suitable for white settlement and therefore should be handed over to the Indians. It says: "We know it is fit for settlement and admirably adapted for agriculture, but it is none too good for the Indians." The BULLETIN thinks it is too good for anyone but men with the energy and industry to turn its great natural advantages to the fullest account.

A LARGE party of friends attended the wedding of Mr. E. Lyons and Miss Maggie Castle, on Monday of last week at the residence of R. McKernan, half-brother of the bride. The marriage ceremony which took place at 6 p. m. was performed by the Rev. J. H. Howard. Jas. Ross or Ross Bros. was groomsmen and Miss Lizzie McKernan bridesmaid. The wedding breakfast was served immediately afterwards, and was done justice to by over sixty persons. Dancing commenced at 8 p. m. and was kept up until morning. The following is a list of the wedding presents: Jas. Ross, silver cruet stand; Mrs. Omand, set of silver forks; Mrs. G. Sanderson, pair of vases; P. Daly, clock; Mrs. Hardisty, table cover; Mrs. C. Stewart, table cover; Miss McBeth, pair plush frames and cashmere handkerchief; Mrs. Hourston, set of glassware; Mr. Hourston, album; Mrs. J. Ashen, clock; Mrs. F. Oliver, copy of Mrs. Hemen's poems and chopping knife; Mrs. McCauley, copy of Byron's poems; J. R. McPhaden, silver sugar tongs and pickle fork; A. Omand, pair silver napkin rings; Frank Osborne, wall bracket; Mrs. Verey, coverlid; Mrs. Jas. Kelly, glass water pitcher; Mrs. T. Stewart, glass fruit dish.

IN February last the BULLETIN mentioned the case of A. Hutchings of Little Mountain settlement who had settled on his land on May 12th '81, and had been promised his pre-emption at \$1 an acre, had afterwards been informed that he would have to pay \$2 an acre but would receive an extension of time, and had on Feb. 6th received notice that the extension of time would not be granted. Mr. Hutchings wrote to the department representing his case and last mail received the following answer: "Ottawa, 18th April, 1887, Sir.—In reply to your letter of the 22nd ultimo I beg to inform you that according to the statement made in connection with your application for the issue of letters patent, duly recommended and approved in accordance with the provisions of the Dominion Lands Act, you are entitled to purchase your pre-emption at the rate of \$1 per acre, and the local agent of Dominion Lands at Edmonton has been instructed accordingly. You cannot however be granted an extension of time within which to pay for your pre-emption, as the period named in the order-in-council under which such extensions were granted has expired (signed) P. B. Douglas, assistant secretary." On receipt of this letter Mr. Hutchings went at once and paid for his pre-emption. The question naturally arises what was gained or who was the gainer by holding the threat of an unjust charge of \$1 an acre over an actual settler's head for upwards of a year. One hundred and sixty dollars is not a large amount of money, but it is surely as large to the settler as to the government and as well worth holding out for by the party to whom it rightfully belongs.

THE Winnipeg Commercial remarks on the disallowance question:—"Should our delegates fail to favorably impress the Dominion government we shall be obliged to once more fall back upon the member for Winnipeg as our champion, in forwarding an object in which he himself has no faith. Some people are skeptical about his power to accomplish anything for us. But they should remember what Samson accomplished single handed with the jaw-bone of an ass, and there are those who say that our Winnipeg representative is on adapt in the use of the same weapon."

THE Globe does not always talk sense but it hits the nail on the head in the following remark on the fishery question:—"It would be far better and wiser for Canadians to lose all that they could by non-intercourse and to take a walloping in the bargain, than to get down on their marrowbones and tell their neighbors to name what they want and take it. We have the most earnest desire for the maintenance of friendly terms with the States, but none whatever for the establishment of slavish relations."

THE report of the minister of the interior for the year ending June 30th contains the following information: Homesteads entered during '86, 249,552 acres; pre-emptions, 100,213 acres; sales, 126,049 acres; an increase of 83,327 acres over 1885. Receipts to the 30th of June 1886, for homestead and pre-emption fees was \$40,481, against \$42,745 in the previous year; ordinary sales for cash, \$76,140, against \$198,759 in the previous year. The total revenues were \$331,279, against \$288,594 the previous year. The number of patents issued during the year was 4,569, more than 600 in excess of the number issued in any previous year. The number of cancellations of homesteads and pre-emptions has been greatly reduced. Time had been granted in '85 and '86 to settlers to pay for their pre-emptions and time would probably be given on payments falling due this year. The seed grain distributed this year amounted to \$115,000 in addition to a balance of \$15,000 of last year's vote expended. Three million acres have been granted to colonization railways in Manitoba and the territories and when 40 miles of the H. B. road have been completed a quarter of a million more will be added. The work of the half-breed commission will be continued on the lower Saskatchewan and in the Lake Winnipeg country. Of the scrips granted last year 602 were to treaty Indians, who withdrew from their bands, 267 to legal representatives of deceased half-breeds, and 390 to resident half-breeds. The revenue from timber, mineral and grazing lands was nearly \$36,000 in excess of last year. Over 100,000 head of cattle are now on lands leased from the government, 25,000 sheep and 11,000 horses. Seventy million acres have been subdivided since 1873.

## NEW ADVERTISEMENTS.

### A CALICO BALL

WILL BE GIVEN IN THE

MAMMOTH HOTEL.

ON FRIDAY, THE 20TH MAY.

In aid of the Ladies' Sewing Society, in connection with the Church of England. The public is cordially invited.

Dancing to commence at eight.

### SHAW & PRINCE,

BARRISTERS,  
ADVOCATES,  
ETC.,

AVOCATS,  
SOLLICITEURS,  
ETC.,

Edmonton, Alberta, N. W. T.

CHARLES L. SHAW. ANTONIO PRINCE.

### A MEETING:

OF THE CITIZENS IS CALLED FOR

TUESDAY EVENING THE 17TH INST.

in the Court Room at 7:30 p. m. for the purpose of arranging for a proper celebration of Her Majesty's Jubilee on the 21st June.

JAMES MARTIN.

President St. Andrew's Society.

### LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.

### LONDON GUARANTEE & ACCIDENT CO.

GLASGOW & LONDON

FIRE INSURANCE CO.

QUEBEC FIRE INSURANCE CO.

When desiring Life, Accident or Fire Insurance please call. Will make rates right.

The attention of insurers is drawn to the unusually liberal covering of the Glasgow & London Fire Insurance Co. on Household Effects, including as they do many articles no other Company's policy does. Farmers should particularly note that, in addition to what is generally done by other Companies, the new Farm Policy of the Glasgow & London provides protection against Lightning, whether fire ensues or not; also that when the ordinary contents of outbuildings are insured it is further understood that this Company's policy covers Live Stock killed by Lightning anywhere on farm. Note.—Your policy has this printed upon it. Also covers loss to Dwelling's, Barns, etc., caused by Prairie Fires—where so specified.

P. G. GRAY,  
Agent



**THE EDMONTON BULLETIN** is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion. FRANK OLIVER, proprietor.

EDMONTON BULLETIN, MAY 14, 1887.

#### DISALLOWANCE.

The relations between eastern and western Canada appear to be severely strained over the question of disallowance of right of Manitoba to free railway communication with the United States. A delegation of the leading citizens of Winnipeg has been sent to Ottawa to urge the matter strongly, and the member for Winnipeg has been called upon to resign his seat as a protest, if the concession is not made. The Manitoba local government, too, though in the hands of servile tools of the Ottawa authorities and through them of the syndicate, has been forced to set at defiance the will of their masters by offering to build a line and bond the province for a million dollars in order to do it; and should they show the slightest hesitation in the work their places will no doubt be taken by those who will do it. At the same time eastern feeling seems to be strong against granting Manitoba and the North-West the freedom of access sought. The Ottawa government will make the matter a question of party policy. It is more than apparent that all pledges to the contrary notwithstanding the Manitoba and North-West members are prepared to sell the birthright of their constituents, whether for the mess of pottage or the mere promise of it remains to be seen. The feeling in favor of disallowance which supports the government in its course—without which it dare not pursue it—arises from the belief that had Winnipeg competing lines of railway to St. Paul and Chicago the consequent low freights to and from these points would divert the trade at present done by Toronto and Montreal to the former cities. If the belief were correct it would still be no good reason why the railways should not be built, but as a matter of fact it has no foundation of truth whatever. St. Paul and Chicago are nearer Winnipeg than Toronto and Montreal, and the only way to deprive them of this advantage—if it is an advantage—would be to cut off all railway communication between them and Winnipeg. At present they have railway communication with Winnipeg, and Toronto and Montreal have the same. But Toronto and Montreal have an alternative route by way of the C. P. R. while Chicago and St. Paul have only one route. Were the one line from St. Paul to Winnipeg in competition with the C. P. R. then it might be to the advantage of Toronto and Montreal not to allow that number to be increased. But when as a matter of fact the one company owns both lines, there is no actual competition between them, and the alternative line is of no practical advantage to Toronto and Montreal in the way of building up business. An actual competing line by way of the states would increase the trade facilities of Toronto and Montreal beyond what they are now, and would of course be to the advantage of Chicago and St. Paul as well, but would chiefly be to the advantage of all, including Winnipeg, by the expansion of trade that would result in Manitoba and the North-West—that was expected to result from the building of the C. P. R., and would have resulted had not the advantages of the railway been set off by restrictions and governmental mismanagement such as could not fail to nullify any possible benefits. From that expansion Toronto and Montreal would reap greater proportionate advantages than the United States; cities for upon the development of the North-West the further development of the trade of these cities depends, while the cities of the United States draw chiefly from other fields. The fact that the present condition of railway communication with the east retards development in the west is what makes the feeling against disallowance so strong in Manitoba and especially in Winnipeg, where millions of capital have been invested—and sunk—because that development has been delayed. The question is not, what are the freight rates today? but, what security has any man invest-

ing his capital in any legitimate enterprise in Manitoba or the North-West,—especially in farming or railway building—that the company which holds the country in blockade as securely as a hostile power could do will not at the interest or whim of its managers make such freights or regulations as shall make his best efforts of no avail? Possible investors knowing this dependent condition of the country are deterred from investing, and the railway company's interests are equally served whether the party invests in the States where it already has competition or in the North-West where increased settlement would certainly bring competition about. But those who have already invested their time, labor and money on the Canadian side, are not as well suited by the attraction of labor and capital to the United States. That the country is progressing is of course true but no one pretends that it is progressing as fast as if it had the railway facilities to which its position entitles it—or if the Canadian settlers and Canadian capital now improving the company's lands in States were improving the company's lands in the North-West. The city of Winnipeg contains, roughly, a sixth of the population of Manitoba and the North-West, a third of the capital and half the business. Therefore on that account alone it is entitled to a special hearing. The position of the city is such as to make it the point to which railways from the east naturally converge and from which railways to the west and north would naturally diverge, as is the case with Chicago and St. Paul. But on account of the two railways which converge at Winnipeg being under one management and the railways which diverge from it being under the same management, or at its mercy, instead of its becoming a trade centre as its geographical position entitles it to become, and as millions of money were sunk in it with the expectation of its becoming, it is made a mere way station, and suffers accordingly, and the North-West at large suffers with it. The North-West requires some great point from which trade and railways can easily radiate. Such a point is naturally Winnipeg, and when means are taken to prevent the concentration of business there a business injury is done the North-West. The people of the North-West are loyal to Britain. They are more loyal to Canada than the people of eastern Canada are. They do not desire intercourse with the States because it will injure, but because it will benefit, Canada. But because they are loyal; because they are willing to make sacrifices to preserve their Canadian and British nationality is not a reason why they should be held, or remain, the bond slaves of a railway corporation which bleeds Canada to pay for railways in the States and carries freight for a foreign country at less rates than for the country that paid for its road. The top lofty style of argument in which the subject is treated by some of the government organs in the east is not conducive to quietness of spirit on the part of the west. It does not argue well for the statesmanship of the government for which they write, or their faith in a Canadian nationality, and far less for their respect for justice or the rights of their fellow citizens, without which no state can exist. But taking into consideration only the commercial aspect of the affair, can Canada, can Montreal, can Toronto, afford to have this North-West comprising seven-eighths of the agricultural area of Canada kept in stagnation for the next thirteen or fourteen years? Can these cities afford to do without their share of the trade that would flow to them from the development of the North-West? Can they afford to leave themselves liable to be cut off from Manitoba trade in favor of St. Paul or Chicago at the whim of the syndicate? If they can, disallowance is all right for them; it may as well be continued; and the North-West may by some turn of fortune's wheel be lost to them altogether in consequence. The British government that gave away the fisheries might not object to giving away the North-West to a bullying demand, especially if no strong feeling were manifested against the proposition by the people immediately interested.

THE minister of inland revenue reports that the consumption of alcohol in Canada is three

fourths of a gallon per head per year, reducing all intoxicating drink to the basis of alcohol. At the same time the consumption of malt liquor for the past fiscal year was 13,000,000 gallons. Would the drinking population have suffered less in body or pocket, had it absorbed say one fourth of a gallon per head straight or diluted in water, than it did by taking it as the important component part of thirteen million gallons of beer?

THE independent (?) Ottawa Journal closes an article deprecating the bitterness of party warfare in Canada by saying, "When every liberal believes and openly says that under tory rule Canada must be going to the dogs, it is easy to see how young men of at least one political party are encouraged to strike for fresh woods and pastures new." What has the Journal to say of the patriotism of the party which chooses to represent honest criticism of dishonest administration as disloyalty, and honorable attempts to remove grievances as incitements to rebellion; whose newspapers publish the lying statement that "every liberal"—nearly half the population of the country—believes that it is "going to the dogs."

P. DALY,

BANKER,  
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I wish to draw the special attention of the Ladies to my Dress Goods, Gingham and Prints, etc., which to ensure their sale before the arrival of my spring English Goods, I am now offering at such reduced prices as will please and astonish all.

Tweeds, Meltons and Worsted Coatings, suitable for men's suits, at moderate prices. Scotch Tweed, Moleskin and Corduroys shortly to arrive direct from England.

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**ROYAL MAIL AND STAGE LINE** making weekly trips between Calgary and Edmonton. Leaves Calgary every Thursday morning, making close connection with the train which leaves Winnipeg on the preceding Monday morning, and arrives at Edmonton on the following Monday evening. Leaves Edmonton on Thursday morning and arrives at Calgary on the following Monday. Passage \$25; 50 lbs baggage free. Express matter addressed in care of the undersigned will be forwarded without delay, and the advance charges paid by us. Rates, 10 cts. a pound from Calgary. LEMSON & SCOTT, mail contractors, Calgary.

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A full stock of

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H. W. McKENNY.



As long as there was a reasonable prospect of Manitoba securing an outlet by way of Hudson Bay, competing lines to the States were not so important, but the natural and financial difficulties in the way of opening up that route, and especially the hostility of the commercial centres of the east have destroyed all present hopes regarding it. The advantages that would accrue to the North-West and thereby to Canada at large through the opening of that route are as nothing to those patriots whose love of their country will not allow them to permit their fellow citizens to buy from any but them. Looking at it from a purely selfish standpoint there is more reason why Toronto and Montreal should oppose a Hudson Bay route than why they should oppose competing lines through the States. From the latter they would derive a direct advantage, while from the Hudson Bay route their advantages would be indirect. A rival port would be built up in the business of which they would have no share, and no matter how much their country or countrymen might be benefitted, they are bound to play dog in the manger as long as they can. Not that an outlet to Hudson Bay, if they had one, would not be of advantage to those cities. It would make them commercial masters of the Bay, its fisheries worth a million a year, its fur trade worth thousands and of its great but undeveloped timber and mineral resources. These advantages are already recognized and a Toronto company is in existence with a charter to build a road from some point on the C. P. R. north of Lake Nipissing to the southern extremity of Hudson or James Bay at Moose Factory. The trouble is that the Manitoba and Ontario H. B. roads are distinct affairs striking the Bay at widely different points and projected with widely different objects. The one is a through export and import route and the other for the development of local resources. While the former is a pressing necessity the latter is something that can wait. The promoters of the latter would rather their scheme should wait than that the other scheme should be proved practicable. If it were possible, however, to unite the two interests and at the same time to serve a third important purpose, and if both parties would use half the energy with which the one now pushes and the other opposes, in forwarding the common scheme, there is no reason why it should not be completed and the disallowance question settled by it at an early date. The projected Ontario and Hudson Bay road would be about 350 miles in length from Callendar Junction on the C. P. R., and by following the valley of the Moose river would be easy of construction. A line from Winnipeg running a little north of east, crossing the C. P. R. say at Moumouth station and afterwards the Winnipeg river; following the course of the latter, then English river and Lac Seul on their north side; crossing the height of land between Lac Seul and Lake St. Joseph the head of the Albany river; following the course of the Albany river on its south side keeping if possible south of the 51st parallel; and striking the proposed Ontario & Hudson Bay road at the most westerly bend of Moose river, would be less than 700 miles in length, and if the Ontario road were used to Moose Factory would be less than 800 miles in all. If these two roads were built, the North-West would have the Hudson Bay outlet which it needs, Toronto and Montreal would have command of the trade of the Bay and eastern and western Canada would be united by a line in competition with the C. P. R. Not a hundred miles longer, that could soon bring the latter to its proper place as a servant of the public, not its master. If such a line were built by a syndicate of the provinces immediately interested with assistance from the general government to the amount offered the present H. B. project and in addition what would have to be paid the C. P. R. to give up their monopoly, and the line kept under a joint control, Toronto and Montreal having so much the advantage of the United States cities need not fear the building of more railways from them to Winnipeg and, indeed might encourage that building as a means of bringing the grain trade of the North-Western States over the Hudson Bay line; and the position of Winnipeg as the mediating point of the railway system of the North-West and its wholesale centre would be established beyond question. The advantages of such a line traversing the far interior and therefore free from hostile interruption in case of trouble with the United States cannot be over estimated. As compared with the present projected Manitoba Hudson Bay railway the route mentioned would have about 100 miles more railway haul and 100 miles more water carriage, it would not have as good a harbor and would not serve as well the North Saskatchewan country. On the other hand supposing the Ontario line to be built separately there could not be any greater length of railway construction; the construction would in all probability be easier; the road would run in a latitude of practicable agriculture; it would serve the interests of the bulk of the present population of Manitoba and the territories ad-



## PARLIAMENTARY ITEMS.

FRIDAY, April 22.

White introduced bill 16, respecting Banff National Park. The bill withdraws an area of 10 miles by 26 from the operations of the lands act, and provides for its control by the governor in council. Penalties of \$200 fine may be imposed for infraction of the regulations.

Sir John introduced bill 17, respecting representation of the territories in the Senate. The bill simply provides for the appointment of two members.

MONDAY, April 23.

Carling in reply to Watson said that the question of establishing an experimental farm in Manitoba was under consideration.

Langevin in reply to Watson said that a dredge had been purchased by the department and placed on the White Mud river ready for work should the order be given.

Thompson in reply to Perley said that it was found by Judge Wetmore's residence at Moosomin he could accommodate more people than by residing at Whitehead.

White in reply to Gordon said that Dr. Geo. Dawson had been despatched on an expedition to the Yukon country to test the value of the gold deposits.

Home rule debate continued by Davin and others.

The South Saskatchewan Valley railway company petitioned for power to extend their line from Regina to the Elbow of the North Saskatchewan.

The Municipality of Argyle, Southern Manitoba, asked for fuller powers to collect taxes from the North-West Land Company.

The Alberta & Athabasca railway company petitioned for amendments to their charter.

TUESDAY, April 24.

Watson introduced a bill to incorporate the Emerson & North-Western railway company.

Home rule debate continued. McCarthy's amendment against interference in imperial affairs negated by a vote of 133 to 49. Davin's amendment that the house regrets the necessity of coercion but endorses home rule was negated by 128 to 59. McNeill's amendment endorsing home rule but refusing to express an opinion on coercion was lost by 133 to 56, and Curran's motion endorsing home rule and regretting coercion was carried by 135 to 47.

Small introduced a bill to incorporate the Brandon, Souris & Rock Lake railway company.

WEDNESDAY, April 27.

Thompson replied to Watson that it was not the intention of the government to appoint Travis to a North-West judgeship.

Scarth asked that Watson's motion re-disallowance stand over for a few days. Postponed until Wednesday, 4th May, to allow of arrival of Winnipeg deputations.

THURSDAY, April 28.

White in reply to Barron said it was not the intention of the government to pay damages to the relatives of W. C. Gilchrist, killed at Frog lake in '85. The claims commission no doubt would take account of any property belonging to Gilchrist that had been destroyed.

A debate on the Queen's county, New Brunswick, election brought on the first party vote of the session by which the government supporter was sustained in his seat, the vote being 109 to 77.

The Edmonton and Saskatchewan Land Company petitioned for power to sell or convey to any shareholder lands, or other property or assets of the company, in exchange for shares of the company.

Davin introduced bill to incorporate the Chinook Belt & Peace River railway company.

FRIDAY, April 29.

The Ontario and Qu'Appelle Land company petitioned for power to reduce their capital stock and for other purposes.

Davin introduced bill 37, to incorporate the Regina and Wood Mountain railway company.

The Hamilton Spectator says: "Now, Mr. Curran, we elect men to the legislature and to parliament to manage Canadian affairs. Their opinions on the Irish questions are not of the slightest importance to the Canadian people. They can transact Canadian business equally well whether they think the crimes act a piece of outrageous tyranny or humane and necessary. But the fact is that a few political wire-pullers are scheming after votes and appealing to the feelings and prejudices of men, not to their reason. But the elector who is moved by his feelings or prejudices on the Irish question, and not by his judgment respecting Canadian affairs, does not perform his duty as a good citizen in Canada."

Mr. Davin having stated in the house that the official vote in Assiniboia went largely against him the Journal offers to contribute \$10 to the Regina hospital for every name over four of a government official who voted against him.

## GENERAL NEWS.

Mounted police expenditure in 1886 was \$1,354,000.

K division of police are to leave Battleford for the south.

Premier Mowat, of Ontario, has made his son sheriff of Toronto.

F. H. Maguire of Kingston has been appointed judge of Saskatchewan.

Six new cruisers will be put in active service within the next fortnight.

It is understood that I. G. Baker & Co. and the H. B. Co. have the principal mounted police contracts.

The Winnipeg Call, calls for the conservatives of Manitoba to organize, and hints at the possibility of the downfall of the Norquay government.

S. J. JACKSON, opposition, has been given the seat for Rockwood in the Manitoba legislature claimed by Hagel, government. One of the ballot boxes which gave Jackson a majority had been burned.

The Winnipeg Call reports that Mr. Davis presented the petition of the Edmonton & Saskatchewan Land company asking that they be empowered to accept their own stock in payment for their bonds.

The eviction of settlers from Big Bend, Dakota, has commenced, and a number have already been removed. The settlers have been given three days' notice to go, and if still on the ground at the expiration of that time the military will take charge.

Notice is given in Gazette of an amendment to the regulations referring to leases of grazing lands in Manitoba and the North-West Territories. It provides that hereafter these leases shall be put up to public competition, except in case of actual settlers.

Those who think that favors can only be secured from the government by supporting it are respectfully recommended to the case of Prince Edward Island. The Island at last election returned its six members to oppose the government. On April 2nd the minister of finance stated that the government would ask parliament to increase the subsidy to the Island by \$20,000 annually.

Ottawa correspondent of the Call: "The general impression is that the bill to give local government to the North-West will be thrown out and a new scheme enlarging the functions of the council, increasing the membership to 24, abolishing appointed members with possibly two or three exceptions, and, in fact, making it a large county council, will probably be presented."

In the Auditor General's report the expenses of counsel for the prosecution of the Riel trial were \$13,000, there being three counsel at \$100 a day. Other expenses amounted to \$1,674 and telegraphing to \$304; medical examination of prisoners \$1,815; carriage of death warrants, etc., \$933; cost of scaffold and grave \$68; expense of working up the case \$4,696; reporting \$4,083; execution \$110; losses paid settlers in vicinity of Battleford \$131,000, the amount claimed being \$170,000.

The Yukon survey party is to be divided into three. One under W. Ogilvie will go from Victoria, B. C., by steamer up the coast and reach the Yukon by Chilkoot pass and Lewis river, the route taken by miners. Two parties will go into the Cassin country, whence one under Dr. Dawson will cross the divide between the Laird and Pelly and descend the latter to the Yukon. The third under McConnell will go down the Laird to the Mackenzie, and then follow the H. B. Co. trade route to Winnipeg.

The public accounts of Manitoba for the year ending June 30th, 1886, have been brought. The receipts are: Subsidy \$41,899, revenue from other sources \$136,699; total receipts \$578,459. Expenditure on legislation \$61,225; executive council \$2,760; treasury \$76,277; provincial secretary, \$74,950; agriculture, statistics and health, \$59,171; attorney general, \$91,221; public works, \$147,125; court of queen's bench in equity, \$32,137; court of queen's bench in common law, \$16,662. Total expenditure \$663,523.

Warrants were issued by the Governor-General, between November last and April, 1887, for an expenditure of \$836,679 in the distribution of seed wheat to suffering settlers of the North-West. Of this amount Prince Albert district was allowed \$14,713, while Assiniboia and Saskatchewan were granted \$115,000. The sum of \$6,936 was appropriated for the relief of distressed settlers at Prince Albert and Batoche. The government agents distributed at Regina alone 15,000 bushels of seed, including 5,650 bushels wheat, 9,360 oats, and 600 barley.

Recently in the Manitoba legislature a resolution against disallowance was moved by Leacock, seconded by Drewry. Amendment by Kirchhoff modifying the tone of the motion was voted down on the following divisions: For the amendment—Hon. Messrs. Norquay, Laflamme, Wilson, Hamilton, Harrison and Murray; and Messrs. Douglas, Gillies, Robinson, Kirchhoff, Burke, Marion, Pendergast, Alexander—14. Against the amendment—Messrs. Leacock, (the mover)

Drewry, (the seconder) Smith, Hon. C. P. Brown, Gellay, Greenway, Luxton, J. Martin, A. F. Martin, Winram, Macdonald, S. J. Thompson, R. S. Thompson, Mackenzie, McLean, Young, Crawford and Smart—18.

The Ottawa Journal says that a meeting of the conservative members and senators from Manitoba, the North-West and British Columbia was held on April 26th at which the disallowance question was pretty thoroughly discussed. North-West members expressed the single belief that their interests as well as those of Manitoba would be better advanced by urging the extension of branch lines rather than by agitating for an alteration in the present railway policy of the government towards old Manitoba. They also took occasion to express the belief that if the famous clause fifteen granting monopoly privileges to the C. P. R. could not be rescinded it would be in order to accept the next best terms. All present were out-spoken in their opinion that the country west of Ontario should be represented in the cabinet.

On April 26th Corporal Birtle reported that while scouting in the Cypress hills he had been fired upon by Blood Indians. The police detachment did not pursue them. Insp. Mills left Maple Creek at 10:30 at night with 15 men in search of the Indians who did the shooting. Insp. Moodie, of Medicine Hat was notified to start in the morning with all the men he could muster. On April 28th Sergts. Spicer and Perry, of Maple Creek, were fired upon by a large party of Indians supposed to be Bloods. Division, of Lethbridge, was started in pursuit. Bloods fired upon a party of freighters forty miles south-east of Lethbridge on the same day. Insp. Saunders started with ten men to head them off. A squad of 25 police were sent from Regina on May 1st to look after the Bloods. And another detachment was sent from Moose Jaw on Friday to look after a party from Piapot's band that was making for the Cypress hills.

## MARRIAGE.

LYONS—CASTLE—At the residence of the bride's half-brother South Edmonton, on May 2nd by Rev. J. H. Howard, Mr. E. Lyons, to Miss Margaret Castle, both of Edmonton.

## METEOROLOGICAL.

Weather report for week ending Friday evening, May 13th, 1887. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max	Min.
Saturday,	54	22
Sunday,	51	28
Monday,	59	28
Tuesday,	51	36
Wednesday,	53	33
Thursday,	60	26
Friday,	60	35

Barometer falling, 27.865.

## JUST ARRIVED

### FROM MONTREAL

### A LARGE STOCK OF

HATS. HATS. HATS.

PRINTS, DRESS GOODS.

GROCERIES, OATMEAL, ETC.

AT

BROWN & CURRY'S.

## TIME, TIME.

Ready for sale about May 20th at the Mill on the Miners' Flat.

G. ANDERSON.

## PROFESSIONAL.

GEORGE A. WATSON, Barrister, Conveyancer, Notary Public, etc. Law office in rear portion of Big Hotel, Edmonton.

D. R. H. C. WILSON, Physician & Surgeon. Office first building west of school house, block 6, H. B. Co. reserve, Edmonton.

ROBERT STRACHAN, Barrister, Solicitor, Notary Public and Conveyancer, Edmonton, Alberta. Office, Main street, Edmonton, opposite Fraser Avenue.

H. L. McINNIS, M. D., C. M.

PHYSICIAN & SURGEON, Office next door north of Jasper House.

D. R. J. H. TOFIELD,

St. George's Hospital, London, Temporary residence and consulting room, second log house east of Mr. Cameron's store.

DAVIS & COSTIGAN, Barristers, Advocates and Conveyancers. Money to loan. Government departmental work strictly attended to. Offices over Thomson Bros' Book Store, Calgary, N.W.T. E. P. DAVIS, J. R. COSTIGAN.

W. WILSON,

DENTIST, CALGARY. Rooms over J. S. Gibb & Co's store. Entrance at side door opposite Roller Skating Rink.

O'CONNOR & HOGG, BARRISTERS, SOLICITORS, NOTARIES, OTTAWA, ONT.

Parliamentary and departmental agents. Special attention given to departmental business and the issuing of land patents. D. O'CONNOR. W. D. HOGG.

## HOTELS.

HOTEL DU CANADA, Edmonton, South side of Main street. First-class weekly and daily board at reasonable rates. Meals at all hours. Good feed stable in connection. X. ST. JEAN, proprietor.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

ROYAL HOTEL, REILLY & MARTIN, Proprietors. The Royal still continues to be the leading hotel in Calgary and no expense or pains on the part of the proprietors will be spared to keep it so. Table First-Class. Public patronage respectfully solicited.

EDMONTON HOTEL the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room Good stabling attached. DONALD ROSS Proprietor.

KELLY HOUSE.—North side Main street, Edmonton, Alberta, N. W. T. This well known establishment continues to furnish first class accommodation to travellers and the public generally. The cuisine is under the management of Mr. F. Pagerie, whose skill in his department is well known in Manitoba and the North-West. Good stabling and livery attached. Every attention paid to the requirements of guests. L. KELLY, Proprietor.

## BUSINESS.

P. BYRNES.—Boots and Shoes made to order. Main Street Edmonton. Opposite BULLETIN office.

NEW BLACKSMITH SHOP.—Near Norris & Carey's store, Edmonton. Horseshoeing and General Jobbing. Terms cash. EDMUND LYONS.

LIVERY, FEED, and SALE STABLES. Potatoes, Oats, and all kinds of Feed kept constantly on hand for sale. M. McCALL, Main Street, Edmonton.

ROSS BROS., Tinsmiths, manufacturers of all kinds of tin, sheet iron and copper wares. Shop in new building next to J. A. McDougall & Co., Main street, Edmonton.

SANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and despatch. Office and shop, Main st. Edmonton.

J. F. SMITH.—LIVERY, FEED & SALE STABLE. In rear of Sanderson & Looby's Blacksmith Shop, Main street, Edmonton. Oats and feed constantly on hand. Good drivers to let at any hour. Also a few head of mares for sale—or will exchange for grain. Stabling in connection with Kelly's hotel.